



# Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE

HEBER CITY, UTAH 84032

22 Sep 1970

WHEREAS, the Wasatch Chamber of Commerce, Wasatch Railway Museum and Foundation, Incorporated, Wasatch County, Heber City Corporation, and the Save the Heber Creeper Committee have made a preliminary feasibility study of establishing a scenic steam railroad in Heber Valley running between Heber City and Deer Creek Dam and/or Wildwood in Provo Canyon, and


WHEREAS, it will be necessary to use the existing railroad track and right-of-way now located in Provo Canyon between Wildewood and Heber City, and

WHEREAS, the use of said track and right-of-way will not interfere with the proposed highway improvements so long as present plans continue to follow the now existing highway, and

WHEREAS, plans for highway development in Provo Canyon do not presently require use of the railroad right-of-way between Wildwood and Heber City, and

WHEREAS, if any portion of the tracks between Provo and Heber City are removed before the engines, cars and railroad equipment can be transferred to Heber City economic feasibility will be jeopardized, and

*Paradise of the Rockies*



COME PREPARED  
FOR A GREAT TIME.



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WHEREAS, if the tracks between Wildwood and Heber City are removed after the railroad equipment has been transferred there will be lost forever to the State of Utah a unique opportunity to develop an outstanding tourist attraction, and

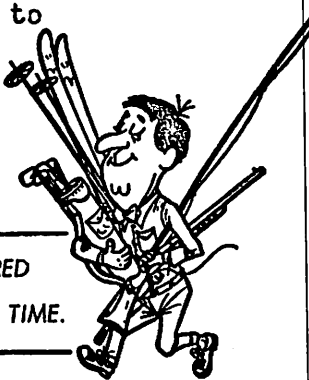
WHEREAS, the following unique circumstances make a scenic steam railroad more favorable now than any other time:

1. State of Utah owns the right-of-way.
2. The right-of-way parallels much of the Wasatch Mountain State Park.
3. Community interest in the tourist attraction.
4. The large amount of valuable steam railroad equipment which is now available through the Wasatch Railway Museum and Foundation Inc.
5. Loss to the Western tourist of the popular Silverton-Durango scenic steam railroad.
6. The growth of steam railroads as tourist attractions have mushroomed within the past eight years.

and,

WHEREAS, the granting of time to the undersigned to

*Paradise of the Rockies*



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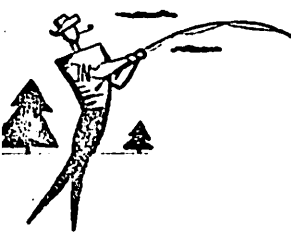
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develop a detailed feasibility study will not cause the State of Utah any financial loss due to depreciation of railroad tracks, and



WHEREAS, contacts have been made with various scenic steam railroads, which are financially sound and making money, and several of which overcame greater problems than those presently facing the creation of a scenic railroad in Provo Canyon and Heber Valley, and




WHEREAS, the undersigned are dedicated to the economic development of Wasatch County and the State of Utah, and

WHEREAS, the rural communities of the State of Utah are lagging behind the Wasatch Front in economic growth, and,

WHEREAS, the undersigned do not propose to ask the State of Utah for state funds to develop the project

NOW, THEREFORE, be it resolved that the Utah State Road Commission and the State of Utah grant to the undersigned a minimum period of four years to develop a scenic steam railroad running from Heber City to Deer Creek Dam and/or Wildwood in Provo Canyon.

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WASATCH CHAMBER OF COMMERCE

By Leon J. Arthur  
President

WASATCH RAILWAY MUSEUM & FOUNDATION, INC.

By Jay R. Edwards  
President

WASATCH COUNTY COMMISSION

By Russell W. Hall  
Commissioner

HEBER CITY CORPORATION

By Charles S. Corbett  
Councilman

SAVE THE HEBER CREEPER COMMITTEE

By Edith L. Smith  
Chairman

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PROPOSAL COVERING THE ORGANIZATION AND DEVELOPMENT OF  
THE WASATCH MOUNTAIN RAILWAY

If we are able to build a scenic railroad business in Heber Valley, we could approach the acquisition of the right to operate on the existing railroad right of way in three ways:

1. Operate under the agreement offered by the Utah State Road Commission, (a copy of which is included) and purchase the right of way as per their commitment, which would be feasible only if the operating company could obtain unconditional title to the land.

2. Change the conditions of the agreement with the State Road Commission to some plan similar to our operating lease proposal to the State Park Commission, which is a possible solution, but in my mind, not the logical long term solution.

3. Petition the Governor, the Utah State Legislature and the Utah State Park Commission to devise some manner to transfer this land and the right of way in question to the ownership and jurisdiction of the Wasatch Mountain State Park.

For many reasons we have discussed with Mr. Harmston, Mr. Tippetts and others, we concede that number one is impractical, number two is possible but not the best answer, and would be attempted only if we fail with our number three contention, which is the one which most affects the Utah State Park Commission's area of responsibility.

Therefore, we will first attempt to prove that the Wasatch Mt. State Park ownership of the land in question is by far the best use available to the people of Utah regardless of the potential success or failure of the railroad as a separate entity. We then hope to show you



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that the scenic steam railroad has an economic place in Utah's future, and that its physical location in Heber Valley and a portion of Provo Canyon is compatible with the State Parks responsibility to provide recreation to the population, and it will not conflict with the orderly development of Wasatch Mt. State Park, but that it will, in fact, act as a catalyst to bring attention to the Park, be available to any major concessionaire, or if we are as successful as we firmly believe possible, we could conceivably become the major concessionaire of the park.

In creating this resume justifying these contentions, I hope you will accept some general conditions:

1. In compensating the D & R G W Railroad \$264,000.00 for a 22.05 mile right of way, which varies in width from 150 feet to 60 feet wide through Heber Valley, around one-half of Deer Creek Reservoir, and controls one whole bank of the Provo River between Deer Creek and Provo, plus the ties and track salvage, the 90 lbs. rail alone being quoted as worth \$117,000.00 delivered in Salt Lake, the Road Commission has made one of the best land purchases the State has made in a long time. If our operating company could buy it outright for private development, we could raise the money to do so immediately.

2. That Heber Valley's and Provo Canyon's future contribution to Utah's increasing economic base lies in developing a tourist-recreational atmosphere in a total concept, so broad that even our Wasatch Mt. State Park, however important to us, will be but one of many integrated features.

3. That the loss of this railroad line to Heber City was a

serious economic blow to Wasatch County as a tax source, and as an asset for potential economic growth.

4. That we must assume the only reason for the Road Commission to purchase land is to build roads.

If you agree with these contentions, then your attention is invited to study the enclosed map. The red line from Heber to Wildewood indicates the portion of the right of way we first agreed to purchase, but now propose that the State changes from an ownership of the Road Commission to one owned by the State Park system. The blue line indicates an additional amount we now feel would be more valuable to the State Park system, giving access to Vivian Park area and the Bridal Veil Falls area, and controls that much more of the bank of the Provo River, and offers a natural terminal for the railroad. All major tourist attraction areas of the canyon would be served by the Park and the railroad: the terminal and parking lot is already built, and to this point at least, (as far as we can determine) the State Road does not have any immediate plans for that portion of the contested railroad right of way. Also, please note the parallel existence of the present highway, in relation to the railroad particularly in geographic direction around the dam and through Heber Valley.

Let us first assume that if a road were to be built along this right of way to Heber City, what long term purpose would this new road serve? We cannot eliminate any existing roads because the communities of Charleston and Wallburg must be served, and therefore we would find State and Federal Highways completely surrounding Deer Creek Reservoir, preventing forever proper development of the shoreline recreational potential, and may we remind the State of a similar problem with the



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access to the Park lands, thus eliminating the need for horse trailers and trucks in the Park itself, and allows horsemen to ride without fear of facing major traffic flows or trespassing on private lands. This in turn would enhance the value of all land holdings on the valley floor, as people wishing pasturage next to bridal paths would certainly soon see the advantage of this network of lanes and paths, connected by the railroad bed to the park itself.

The same reasoning could apply to access to the Park by the all-terrain vehicles and the snowmobiles that are so rapidly becoming a control problem. By connecting the valley floor to the Wasatch Mt. State Park proper, people could find ready access to public lands, and by parking their road vehicles and trailers in Heber City, the need for large state investment parking facilities could, to a great degree, be eliminated.

Compare these potential assets with the advantage offered to the State and our community if this railroad bed were utilized by the State as another highway, that parallels one already existing. For our State to even consider allowing asphalt highways on both sides of the Provo River and around Deer Creek, would, we contend, be an environmental tragedy.

Justification of a Scenic Steam Railroad in Utah within the confines of the Wasatch Mountain State Park:

It is not unusual for the existence of this type of recreation steam powered rides to be part of an over all Park complex, and may we invite the Utah State Park Commission to examine the success of the Georgia Stone Mountain Steam Railroad, operating totally within the confines of the Stone Mountain State Park, as a sterling example

of the success of this type of recreation investment. Their operating income during 1969 amounted to \$52,478.19, after all costs were paid, including a sizeable lease payment.

Other railroads existing in Parks, or affiliated with some type of Federal Government recognition are: The Cass Scenic Railroad operated by the Department of Natural Resources, State of West Virginia; The Point of Defiance, Quinault and Kllickitat R. R. with the Point Defiance Park, Tacoma, Washington; The Age of Steam Museum operated by the State Fair of Texas, Dallas, Texas; the East Broad Top Railroad, Rockhill Furnace, Pennsylvania, which is a Registered National Historic Landmark.

Most impressive, to me at least, is the recent efforts of our neighboring states, Colorado and New Mexico, to create another Scenic Steam Railroad system in their states, when Colorado already has four (note enclosure of the newspaper article covering this state sponsored venture and comparison map). When you consider the fact, that of all the surrounding states, Utah stands foremost with historical reference to railroads, we feel it is imperative that our State make some effort to participate in the increasing public interest in the golden age of steam railroading. And, we cannot emphasize too much, the fact that due to the unique circumstances surrounding our proposal, we will never have an opportunity to create this entity with as little cost and such great benefits, not only to the operating company but to the State.

In our study of the economic feasibility of such a venture, we have attempted to study some failures as well as some successes, and found



that there are four most prevalent factors affecting the ability to make a profit within a reasonable length of time.

1. Basic management errors or blunders of a relatively large magnitude, that the study of any similar type of venture could have prevented.

2. Entities designed and operated by volunteer, part-time, non-profit organizations, made up of railroad enthusiasts, primarily interested in creating a hobby that they can play with.

3. Tremendous investments required in the acquisition of the right of way, and/or, the laying and purchasing of the track, ties and rails.

4. Large outlays for equipment, forcing a large long term debt position to pay for equipment that has little optional use factors and are considered high risk by lending institutions, requiring heavy mortgages on all assets, and accompanied by high interest rates.

We think we have created an organizational structure that can avoid all or most of these factors, and by taking advantage of the possibility of operating on state owned right of way that is already in existence, with equipment that is owned by a tax free foundation, willing to lease for a percent of the gross, we can avoid the existence of any large, long term debt factors.

In trying to estimate how many visitors we can attract, we have compared our potential with the Black Hills Central of South Dakota and the Durango-Silverton of Colorado. They haul approximately 56,000 to 115,000 people in approximately 75 to 100 day season. Due to our central location to the major population areas of Utah and the Interstate arteries (see enclosed map of Utah and Colorado), plus the fact that our highway traffic

through Provo Canyon and Heber City is a minimum of 40% greater than those areas studied (see enclosed letter from Utah Travel Development Department), plus the fact that our climate is milder, hence our potential season longer, these patronage figures should be easily exceeded once we have created the proper image by heavy, consistent, and long term advertising.

#### SUMMARY

The importance of the addition of this land to the State Park system is the fact that it helps to tie the entire area into one tremendous recreational and tourist complex. When one considers the variety of the attractions, all so close together, their individual ability to attract participants or patrons acts as a multiplier to all other recreation entities. Picture this area, less than twenty-nine miles long (from Bridal Veil Falls to the crest of Farleys Canyon) by less than eighteen miles wide (from Alta to the forest line east of Heber). Within this small portion of Utah, people seeking recreation could conceivably find sailplaning (soaring), boating, all water sports, beaches, snowmobiling and all-terrain-vehicles paths, hot springs, Cascade Spring scenic area, Bridal Veil Falls scenic area and tramway, resorts such as the Homestead, Wasatch Mt. State Park, Sundance, Park City, Park City West, Alta, Brighton, cutter races, fishing, hunting, three major golf areas, lakes, rivers, streams, picnic grounds, camping, bridal paths, and of course, our proposed scenic steam railroad.

When you can show the public that all these factors either exist or

could be within a 30 minute ride of each other by car or aerial tramway, you then have the multiplying effect that the potential customer comes to this area, not just to do or see one thing, but because there is so much to do for everyone's varied personal interests. Therefore, the potential 100,000 partons of our proposed scenic steam railroad ride, could become perhaps an additional 25,000 golfers we may have never seen, or possibly an additional 25,000 skiers, or 5,000 soaring enthusiasts, or 50,000 campers, ect. ect.

Hence our contention: Heber Valley and the surrounding area's future is in providing a playground complex for the entire State. The recreational and environmental conditions that exist in this area demand the greatest attention and protection by the public and the State agencies involved, and the railroad is but one important factor for this total picture. Its color and glamour can enhance all other recreational interests because of the complimentary interrelated atmosphere between all noncompeting tourist features. It is also not inconceivable that this scenic steam railroad is the one entity that could some day physically connect the major geographic areas involved: Heber Valley, Provo Canyon and Park City. Fortunately for the State of Utah, the major investments are already existing, or could primarily be made by private capital. The small expenditures that could be ask of the State could immediately generate a return of capital to the State in the form of lease payments from major concessionaires, not just by that elusive manner of increased tax revenues from a more profitable business climate in the private sector.

In conclusion, we feel the Wasatch Mountain Railway Company has the ability to make this venture a viable business entity, through managements capacity to create a recreational atmosphere, not a railroad

business. The glamour of our railway will be enhanced by the use of a major theme, with stewardesses, troupadors, costumes, complimentary concessions, adequate buildings, sizeable national advertising budget and a diversified income base.

ENCLOSURES

1. Copy of agreement with State Road Commission
2. Map of Heber Valley-Provo Canyon
3. Newspaper article on Colorado's & New Mexico's efforts for a new steam rail line.
4. Map of Colorado and Utah
5. Traffic Count letter from Utah Travel Development Department.
6. Salvage Value Table.



## Contributions Sought

# Rail Aid Progresses

Efforts to save a least a significant portion of the Denver and Rio Grande Western's narrow gauge line between Alamosa and Durango are moving ahead on two fronts in Colorado and New Mexico.

On one hand, the state legislatures of both states have approved bills to fund state railroad authorities established by earlier bills in both states, and on the other, a non-profit corporation has been established in Colorado to accept contributions toward purchase of the line.

The entire drive is working against an April 1 deadline. The Denver and Rio Grande Western, granted final permission by the Interstate Commerce Commission to abandon the line, originally set a date of July 1 for any offers to purchase, but within a few weeks of that announcement, had moved the deadline up to April 1.

The Colorado General Assembly has approved a bill funding \$295,000 to the Colorado Railroad Authority for purchase of a portion of the line. The bill was introduced in the House by Rep. Clarence Quinlan (R-Antonito) who is also one of the three members on the Colorado Authority board. The other two are Alamosa publisher Ken Green and Durango businessman Jackson Clark.

New Mexico's legislature approved an identical bill a day before it adjourned last Friday, and that allows the two authorities a combined total of \$590,000 for initial outlay.

But the Rio Grande has put a total cost on the trackage of \$1,033,000.

The authorities have given priority to purchase of the road between Antonito and Chama, but almost all parties involved would like to see the entire route preserved if possible.

To that end, Colorado State Sen.

## Don't Like Compels

Sen. Fowler (R-Littleton) established a non-profit corporation late in January to receive contributions from railfans across the country to increase the total available by the April 1 deadline.

Called the Colorado Society for the Preservation of the Narrow Gauge, Inc., the group has as its incorporators Fowler, his twin brother Parker Fowler, a computer expert for the state, and Eugene Hofmann, a commercial artist.

Fowler said last week he had received more than \$500 before the new group even obtained a post office box "from people who had to work overtime to figure out how to get the money to us."

The society's mailing address is P.O. Box 2000, Englewood, Colorado 80119, and all contributions should be mailed as soon as possible to that address in the campaign to insure preservation of as much of the historic narrow gauge line as possible, Fowler noted.

Society funds will be contributed directly to the Colorado Authority to bolster the amount available for the purchase after April 1.

(Continued on Page 4)

## RAIL AID PROGRESSES

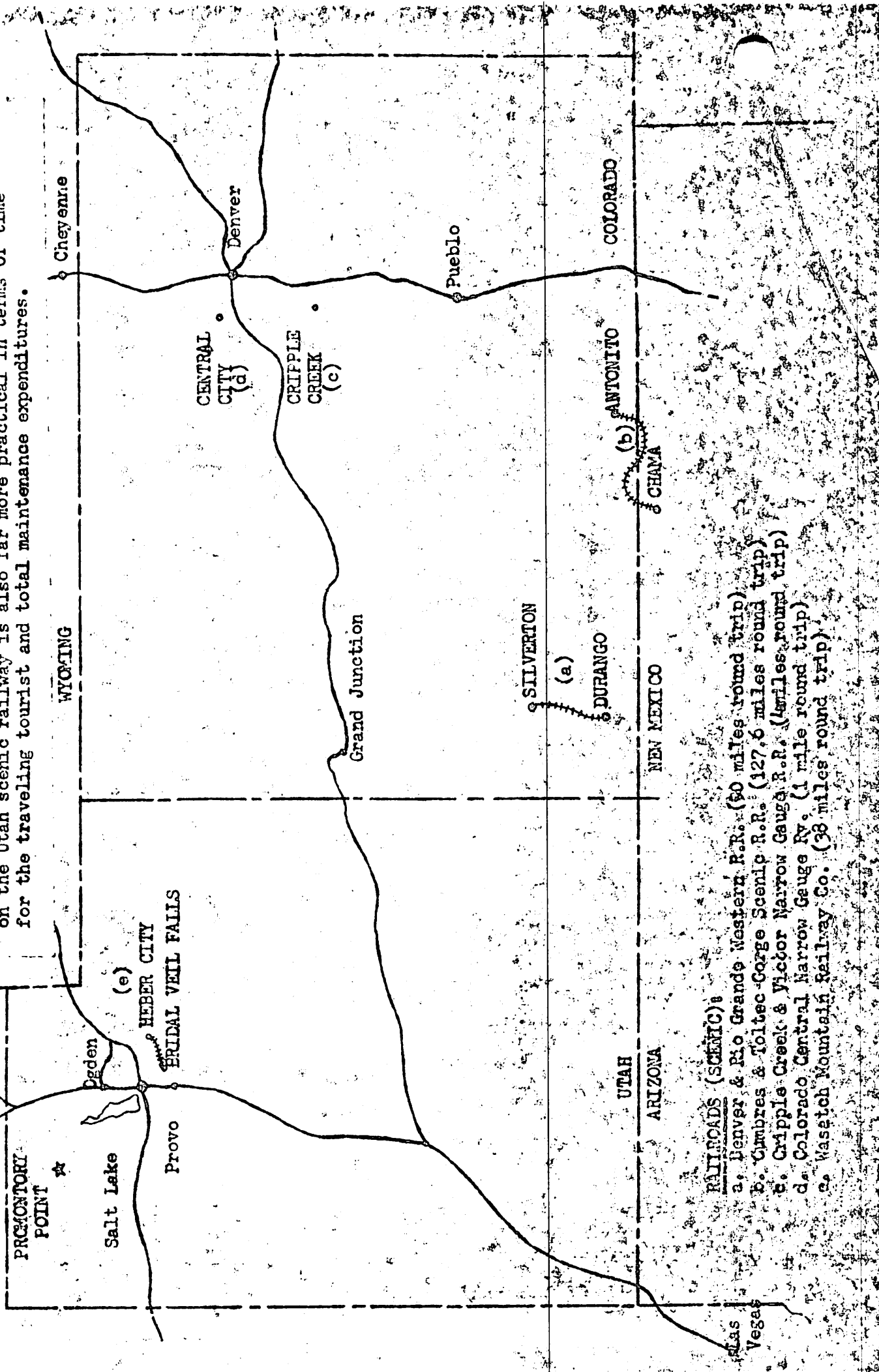
(Continued from Page 1)

The society has prepared a "conservation bond" certifying receipt of gifts of \$10 or more. The bonds are admittedly worthless other than for framing, but the society stresses that all gifts will be acknowledged.

With regard to Colorado Railroad Authority plans, Jackson Clark said in Durango this week that the authority has a first priority of purchasing as much of the track and right-of-way as possible April 1. He said the authority will then seek a concessionaire to operate the railroad, there being no intention of the states to operate the railroad themselves. He said that, should any operating plans fail to materialize, the states could recover their investments through the salvage of the line as scrap.



Railroads shown on the map represent scenic tourist operations located in Colorado with relationship to the existing Interstate Highways and major population centers. With the close proximity of the Wasatch Front population centers, Provo, Salt Lake City, and Ogden; The Wasatch Mountain Railway would have population and major highway exposure not enjoyed by the Durango-Silverton, and Cumbres-Toltec Gorge Railroads. The length of run on the Utah scenic railway is also far more practical in terms of time for the traveling tourist and total maintenance expenditures.



#### RAILROADS (SCENIC)

- a. Denver & Rio Grande Western R.R. (50 miles round trip)
- b. Cumbres & Toltec Gorge Scenic R.R. (127.6 miles round trip)
- c. Cripple Creek & Victor Narrow Gauge R.R. (4 miles round trip)
- d. Colorado Central Narrow Gauge Ry. (1 mile round trip)
- e. Wasatch Mountain Railway Co. (38 miles round trip)

November 27, 1970

Mr. Lowe Ashton  
87 North 3rd East  
Heber City, Utah

Dear Lowe:

Here are the traffic counts you asked about in your recent letter. I contacted D.J. Cline, South Dakota Travel Director, and she responded with the following data for Hill City and Keystone:

Hill City

Average Daily count:  $2,873 \times 30 = 86,190$  average monthly count

Keystone

Average daily count:  $4,745 \times 30 = 142,350$  average monthly count

Total Hill City and Keystone month count: 228,540 per month.

Heber City

U.S. 40 northbound to junction north of town, thence westbound on U.S. 189 toward Provo, average daily count: 3,280

U.S. 40 northbound through Heber City, average daily count: 6,600

U.S. 40 southeastbound through Heber City, average daily count: 3,000

Total Heber City average daily traffic count: 12,880

Total Heber City average monthly count: 386,400 per month.

The above figures were computed for the month of June, July, August and September. Please let me know if you have any questions and if I can be of any further assistance. By the way, it was real exciting to watch the guys move the old No. 618 from the Fair Grounds to the Salt Lake Garfield line yesterday. I guess you've already noticed the press coverage on the event.

Sincerely,

Lee Jorgensen, Director

STATE OF UTAH

Calvin I. Rampton, Governor

DEPARTMENT OF  
DEVELOPMENT SERVICES

Lee Jorgensen, Director  
Council Hall  
Salt Lake City, Utah  
Telephone: (801) 328 5681

(COPY)

INFORMATION DERIVED FROM INTERSTATE COMMERCE COMMISSION APPLICATION FOR  
ABANDONMENT OF PROVO CANYON BRANCH LINE OF D & R G W R R IN RELATION TO  
VALUES OF LAND AND SALVAGE, AND COSTS PER MILE.

A. Material and property value of railroad between Olmstead and  
Heber City:

Salvage value of line and property	\$339,680.00
Labor to remove line	<u>75,680.00</u>
Net salvage value	\$264,000.00

Net value of trackage and fixtures	\$200,000.00
Net value of land	<u>64,000.00</u>
Net salvage value	\$264,000.00

Miles of main track: 22.05

Miles of siding: 1.739

Total miles of track: 23.789 (Olmstead to Heber City)

(Interstate Commerce Commission Application for Abandonment of  
Provo Canyon Branch Line of the Denver and Rio Grande Railroad.)

B. Material and property value of railroad between Bridal Veil Falls  
and Heber City:

Salvage value of line and property	\$232,750.84
Total value per mile	11,972.78

Total miles of main track and siding: 19.439.

C. Material value of railroad between Bridal Veil Falls and Heber City:

Salvage value of rails (Based on 85lbs. rail @ \$50.00 a ton loaded for 636.9 tons)	\$ 31,845.00
---	--------------

Salvage value of ties, @75¢ each in field (Based on 15,312 ties, 75% good)	8,613.00
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Total miles of track: 4.35

Labor to remove track per mile	3,179.83
Labor to remove 4.35 miles of track (Based on \$75,680.00 labor expenditure)	13,832.26

D. Basic land values:

Land value per mile (Based on the net land value of \$64,000.00)	\$ 2,689.07
---	-------------

NOTE: If, as part of the right to lease this right of way from the  
State, the operating company were required to maintain the track in  
as good condition or better as they received it (required regardless  
because of PSC requirements), then the salvage value would increase  
by at least the full value of each tie, thus assuring the State of  
the ability to recover their investment if the railroad were ever to  
abandon the use of the right of way track and ties.



22 Sep 1970:

Pre Meeting time: 11:45 AM at Gordon Mendenhall's office.  
Project: Meet State Road Commission in State  
Office Bldg. Room 614  
Time: 1 P.M. Rm 614

Who were There:

Chairman:

Henry C. Helenend  
of Lehi

Blain Kaye  
Wayne Winters  
Clem Church  
Edwin E Lovelace

} State  
Road  
Commission

Lowe Ashton chairman

"Bob" (Robert) Clyde - our State Senator

Dr. Daniel Dennis " " Representative

Leon Ritchie - Pres. Chamber Commerce

Gordon Mendenhall

Duane Price

Harold H. Smith

Byron Cheever

Dr. R. R. Green

Howard Eggelston

} Heber  
Chamber  
of  
Commerce

Tribune man

What happened:

Lowe Ashton gave final punch that  
we of Heber feel this is Feasible to  
"save the Heber Creeper" Railroad

Discussion by Blain Kaye, from  
Lehi, Chairman of State Rd. Commission,  
Then State Road Comm. gave permission  
over



to Heber Chamber & Wasatch R.R. Museum  
Group to use R.R. from Wildwood in  
Provo Canyon to Heber City, Utah

## We Won the First Round

We learned today that the Governor -  
Calvin Rampton ~~heard~~ had a pre meeting  
with the State Road Commission - prior  
to the above meeting.

Stipulations in above agreement are  
that:

1. 1 Apr 1971 they will be ready to tear  
up rails in Provo Canyon.
2. We must therefore have the rolling stock  
up Provo Canyon before that date.
3. If this looks feasible, and is moving  
along, the State Road Commission expects  
remuneration for cost of 90# rails and  
rite-of-way \$200,000=

29 Sep 1970

## Log of "Heber Creeper Committee" work:

Today it became more evident that Denver & Rio Grande Western R.R. will not help to move our rolling stock over their rails from Provo to Olmstead in Provo Canyon.

It was the feeling of Lowe Ashton and Ed McLaughlin that we must get Governor Calvin Rampton to intercede for us & that he would



## Tracks Cleared for 'Creeper'

The tracks were cleared Tuesday by state officials to let the "Heber Creeper," a tourist train running between Heber City and Wildwood, speak for itself and say "I think I can" . . . or can't.

Acting on a resolution from groups in Heber City, the State Road Commission decided to delay until April 1 the tearing out of train roadbed in the lower part of Provo Canyon.

This, the Heber City groups said, would give them time to

complete an economic feasibility study of the Creeper's potential success or failure. If it looks successful, they want the tracks open so they can get rolling stock up the canyon from Provo to Heber City.

### Chance Given

Gov. Calvin L. Rampton met earlier in the day with Road Commission personnel and he agreed the Heber City groups should have a chance to set up the train, if possible.

It "would be short sighted of

us" to not give the Creeper people a chance to set the train up, the governor said, as long as it doesn't hold up the road-widening project in the canyon.

The state recently purchased the railroad right-of-way and rails from Olmstead in the mouth of the canyon to Heber City, said Blaine J. Kay, state highway engineer. Cost was about \$200,000 for salvageable rails and \$65,000 for the right-of-way.

### Right-of-Way

But only part of the right-of-way will be needed by the state for the road-widening project — the portion below Wildwood. And the portion from Wildwood to Heber City is being sought for the tourist train.

Gov. Rampton, while noting he had no objections, cautioned officials to be sure the state gets all of its money out of the land and rails if the developers decide to go ahead with the project.

JOHN J. SWEENEY  
2410 STRINGHAM AVE.  
SALT LAKE CITY, UTAH 84109  
TELEPHONE 484-7300

September 23, 1970

Mr. Lowe Ashton, President  
Heber Creeper Company  
Vernal, Utah

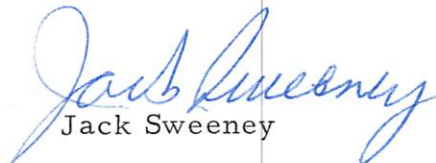
Dear Pres:

I thought you might be interested in the enclosed article  
which appeared on the front page of the Wall Street Journal.

I had planned to be on the next Apollo flight to the moon,  
but I think it would be much more exciting to accept your  
offer for a ride on the Heber Creeper.

Please advise as to when the next train will leave Wildwood.

Very truly yours,

  
Jack Sweeney

Enclosure

cc: Jim Mountford, Editor  
Wasatch Wave



# WALL STREET JOURNAL

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EDITION

WEDNESDAY, SEPTEMBER 23, 1970

## t's News—

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### World-Wide

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**ARAB LEADERS SENT** a peace mission to Amman; Jordan tanks attacked in the north.

The Arab nations called off their summit meeting in Cairo and sent a four-man delegation to try to arrange a cease-fire. Guerrilla leader Yassir Arafat, however, cabled the delegation saying he could never reach an agreement with Hussein's troops because "20,000 dead and wounded and a sea of blood separate us from them." Arafat also asked the Arab leaders "to prevent possible U.S. intervention in Jordan." Street fighting was reported continuing in Amman. Egypt estimated the war has killed 10,000 persons throughout Jordan.

outflows by Secre- gn finan- Interna- rd Bank said the ansion of ions that st of de- nistration deficit in is under

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ame uni- its reluc- ing rate : praised the ect pening. ive been gistered 3% from 13-week Federal soon be

Members of the State Road Commission and Gov. Calvin L. Rampton agreed today to permit Wasatch County groups to operate the "Heber Creeper" between Heber City and Deer Creek Dam or Wildwood.

Such a scenic steam "dude" railroad would not interfere with highway plans for this section of Provo Canyon, it was agreed at a meeting in the governor's office.

Road Commission members said the railroad line could be left intact to the mouth of the canyon until next April 1 to permit bringing in rolling stock which would be needed for the railroad.

Rampton emphasized that the project, if completed, would not be a state subsidy and that backers would be expected to pay the state's share of the cost of the right-of-way and rails.

Blaine J. Kay, state high-

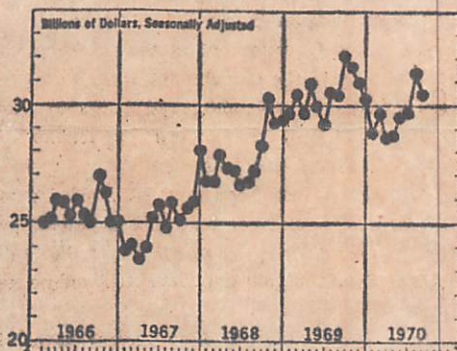
way engineer, said the entire length of railway through Provo Canyon cost the state \$200,000 for the salvagable rails and \$65,000 for the right-of-way.

The state must know before next April whether the venture will be completed because the state now plans to use the heavy rails around Deer Creek Reservoir for relocating railroad tracks south of the Salt Lake International Airport.

Groups which joined in asking the state to allow operations of the railroad section

were the Wasatch Chamber of Commerce; Wasatch Railway Museum and Foundation, Inc.; Wasatch County Commission, Heber City, and the Save the Heber Creeper Committee.

## Durable Goods Orders



**NEW ORDERS** received by manufacturers of durable goods fell in August to a seasonally adjusted \$30.4 billion from a downward revised \$31.4 billion a month earlier, the Commerce Department reports. (See story on page 2.)

## Tax Report

### A Special Summary and Forecast of Federal and State Tax Developments

**A KEY COURT TEST** is taking shape in school bond and tax-levy referendums.

Challenges have arisen in at least 10 states to routine requirements that bond issues and levies be approved by more than a simple majority of voters, the National Civic Rights Association reports. The Supreme Court has before it a decision by the West Virginia Supreme Court. That court found that a law requiring bond issues and levies to attain a 60% majority violates the equal-protection clause of the Fourteenth Amendment. The National Education Association is filing a brief asking the Supreme Court to strike down such "extraordinary majority" rules. The Court will probably hear arguments in December.

One significant lower-court decision came in a California case involving two San Francisco bond issues. Both received more than 50% of the vote but less than the necessary two-thirds. California's highest court said that, in effect, those who opposed the bond issues had their votes counted twice. It concluded that only a "compelling state interest" could justify an extraordinary-majority rule.

Education circles are following the legal steps with avid interest. In the most recent year, only 52% of school bond issues passed, the NEA says.

**EXECUTIVES WHO DRIVE** a lot on business can get a mild tax-free pay boost.

Executives Tax Report, published by Prentice-Hall Inc., suggests a tax angle for high bracket people who use their cars extensively on company business. It recommends their mileage allowance be boosted to 15 cents a mile. The company can deduct the allowance, but it isn't taxable income for the executive. The device enables the firm to put a more after-tax dollars in the executive's pocket cheaper than if it boosted his taxable pay.

Prentice-Hall says the angle will work "absolutely." It quotes an IRS ruling that "where a fixed mileage allowance not exceeding 15 cents per mile is used," it will satisfy IRS requirements for substantiation of travel expenses. The executive must keep track of the place and business mileage of travel, but it applies to any mileage allowance.







Sept. 23, 1970

Governor Calvin L. Rampton,  
State Capital Bldg.  
Salt Lake City, Utah

Dear Governor,

Speaking not only for myself, but a group of very relieved citizens, may we thank you for your interest in our efforts to save the upper part of Provo Canyon and our Valley for a scenic steam railroad.

We know that our real effort has just begun, and I assure you some of us at least realize just how complex the total problem is, but we are determined to justify this project on a profit basis, without State funds. However, if there are state agencies that, as a part of their general public responsibility, can help us find capital and develop detailed feasibility studies, your help in bringing us together as soon as possible would be most appreciated.

Again, thank you Sir, I sincerely hope your decision will be justified by a new tourist industry in Utah, and at the same time will build our local economy.

One interesting fact is that the interest financially in this railroad is also creating a tremendous amount of interest in our State Park also, and many of us are convinced that eventually the future of both lies together. Perhaps this is the catalyst that will bring capital into that venture as well as help us save our railroad.

Very truly yours,

Wasatch Chamber of Commerce,  
Save the Heber Creeper Committee



Louis Ashton



ENCLOSURES

1. Copy of agreement with State Road Commission
2. Map of Heber Valley-Provo Canyon
3. Newspaper article on Colorado's & New Mexico's efforts for a new steam rail line.
4. Map of Colorado and Utah
5. Traffic Count letter from Utah Travel Development Department.
6. Salvage Value Table.



DIRECTOR  
HENRY C. HELLAND



STATE HIGHWAY ENGINEER  
BLAKE J. KAY

## Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

November 2, 1970

Mr. Lowe Ashton, Chairman  
Save the Heber Creeper Committee  
Wasatch Chamber of Commerce  
Heber City, Utah

Dear Mr. Ashton:

The enclosed Resolution, which was passed by the State Road Commission on September 25th, covers the items which were requested by your Committee. We regret the delay in the transmittal of this paper.

I talked to District Engineer Edwin Lovelace this morning and he was unaware of the salvage sign which you mention. He will investigate and have it removed.

With reference to the oil storage tanks, the Department will leave these until a decision is made as to the future of this portion of the railroad line.

Your complimentary comments regarding our construction project on US-40, near Starvation Reservoir, is certainly appreciated. Most comments relative to proposed and completed construction originate with those who would like everything to revert to the natural state.

I trust that the enclosed Resolution and the previous assurances of the Commission and Department will allay any fears which were caused by the salvage sign.

Very truly yours,

  
Henry C. Helland  
Director of Highways

Enc.

cc: Mr. Francis Feltham - Vernal, Utah

## RESOLUTION

WHEREAS, a group of citizens identified as the "Save the Heber Creeper Committee" has requested delay in the removal of the railroad tracks between Heber City and Olmstead, and

WHEREAS, by official action taken September 22, 1970, the Utah State Department of Highways was authorized to reject all bids on Project NF-10-1(11), which called for the removal of trackage between Olmstead and Heber City, and

WHEREAS, such authorization was granted by the State Road Commission to permit the parties interested in the establishment of an operating railroad between Wildwood and Heber, as a tourist attraction, a reasonable time to determine the economic feasibility of such a venture and to move rolling stock into the Heber City area, and

WHEREAS, the Utah State Department of Highways is committed to the construction of certain projects in Provo Canyon and elsewhere on a schedule which will be affected by the removal of the tracks in Provo Canyon, and

WHEREAS, it is important that all interested parties be aware of the commitments made with regard to track removal,

NOW THEREFORE, be it resolved that the position of the State Road Commission be stated as follows:

1. The "Save the Heber Creeper Committee" will be given until April 1, 1971, to determine the feasibility for an operating rail line between Wildwood and Heber City and to transport railroad equipment to the Heber City area along the existing tracks.
2. Trackage between Olmstead and Heber City will not be removed prior to April 1, 1971, unless the said Committee has notified the State Road Commission that it does not intend to proceed with rail line plans.
3. On or shortly after April 1, 1971, the construction schedule of the Utah State Department of Highways requires the removal of the tracks between Olmstead and Wildwood and it is the intention of the Road Commission to proceed with removal at that time.
4. The "Save the Heber Creeper Committee" will be given until April 1, 1972, to enter into an agreement with the State Road Commission for the purchase of the right-of-way and tracks between Wildwood and Heber City and for the reimbursement of the Commission for additional costs resulting from the highway-railway separation structure and track relocation necessary to accommodate the approved alignment and design of the proposed highway.
5. If said agreements are not executed prior to April 1, 1972, the Utah State Department of Highways will be authorized to remove the tracks between Wildwood and Heber City for use in relocating railroad involved in other highway projects scheduled for construction at that time.

6. The Utah State Department of Highways is instructed to convey the position of the State Road Commission to "Save the Heber Creeper Committee", for its consideration and agreement that no additional delays will be caused.

Dated this 25<sup>th</sup> day of September, 1970.

STATE ROAD COMMISSION OF UTAH

<u>[Signature]</u>	Chairman
<u>[Signature]</u>	Commissioner
<u>[Signature]</u>	Commissioner
<u>[Signature]</u>	Commissioner
<u>[Signature]</u>	Commissioner

ATTEST:

[Signature]  
Secretary to Commission



